

THE CHARLOTTETOWN GUARDIAN
 Morning Daily (Founded in 1887)

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SUBSCRIPTION RATES
 By Mail in P. E. I., \$4.00 per year; \$2.50 for 6 months.
 \$1.25 for 3 months; 50c for one month.
 City Delivery: \$5.00 per year; \$3.00 for 6 months.
 \$1.75 for 3 months.
 By Mail in Canada and U.S.A.: \$5.00 per year.
 Saturday Weekly: \$2.00 per year; \$1.00 for 6 months.
 50c for 3 months.

The Charlottetown Guardian may be obtained at
 Montreal's News Agency, Times Square, New York; Old
 Dominion News Agency, Corner Main and Washington, Boston;
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"The Strongest Memory is Weaker than the
 Weakest Ink."

SATURDAY, JUNE 21, 1941.

Out Of The Darkness

In a review of the present situation as it affects newspapers The Journal of the Institute of Journalists, of which Mr. Stewart Nicholson is the editor, has this to say: "we can see clearly enough some of the problems peace will bring. Foremost of these are the maintenance and the improvement of journalistic standards, the relationship between Officialdom and the Press, and the unfettered power of the Press to guide public opinion on all issues of positive value. With victory the public will demand new leadership, and it will be the prime function of journalism to give leadership fully and freely.

To quote a "Times" contributor: "We shall be citizens of a nation that was never greater, of a commonwealth of nations bound in a unity forged afresh, of a world-wide company of free peoples sharing the same faith and purpose. Who is sufficient for these things?"

EDITORIAL NOTES

This is the longest day, after which we may expect some warmth with the sun returning in its track.

Will we be in the millionaire class tonight? It all depends on you, and you depend on the Bank. Buy a Victory Bond today if it even be only \$50, which you can borrow.

Tomorrow devout thanks ought to be offered in all Churches to Divine Providence for putting it into the hearts and minds of our people to respond so willingly to the appeal to help "provide the tools."

As we never miss the water till the well runs dry, so we do not know how much we depend upon the Car Ferry for existence until it disappears. Now should anything happen to the Prince Edward we will be on our beam ends, for the old Scotia, while good enough as a standby, could never negotiate the passage in winter.

Inigo Jones, English architect, died this date, 1626. He was surveyor-general of royal buildings and designed the banqueting hall at Whitehall. He studied in Italy before commencing the practice of his profession, and made the acquaintance of Ben Jonson for whom he arranged the scenery for his forty masques. They afterwards quarrelled, and Jonson satirized him in "Bartholomew Fair."

The Board of Trade ought to get busy now to persuade the Governments to provide adequate Ferry service for our freight requirements both import and export. There is not a day to lose, as has been forcibly pointed out in our columns by Mr. J. Leroy Holman.

Our overseas men are favoured visitors to London. An order in effect during the intensive German air raids on London last Autumn, barring from the city all army men on leave unless their homes were there has again been re-issued. No officer or enlisted man may spend his furlough within ten miles of Charing Cross, the center of London, unless he has relatives within this area. The order does not apply to dominion troops, however, for which they are devoutly thankful.

Today concludes one of the most glorious pages in our Island's history, the Car Ferry disaster notwithstanding. Our children's children will look back with pride on the magnificent record we have made in receiving and despatching the Victory Torch to its destination in the Motherland, and our achievements in the matter of men and money to maintain that freedom which we, in turn, have handed down to us. We have every reason to hold our heads high and look the whole world in the face, for we can truly claim we have endeavoured manfully to do our bit at one of the most critical junctures in this old world's battle-scarred history.

Evidently the Lindbergh family do not see eye-to-eye with one another in the present crisis—August F. Lindbergh, a Birmingham, Ala., attorney and first cousin of Charles A. Lindbergh, suggests that the fier- isolationist ought to be put in a concentration camp. The attorney said he feared his cousin was taking his isolationist stand not out of patriotism, but because of lust for power. He said Lindbergh resembled their common grandfather, August Lindbergh, who, he said, became so unpopular in Sweden that he fled the country on the advice King Charles, whom he served as secretary. "That's why something should be done about him," August Lindbergh said. "I know it is undemocratic to prevent a man from saying what he wishes, but it is also democratic to subordinate one's feelings to the will of the majority. And I don't think my cousin is capable of that."

The country sausage, long before the appearance of frankfurters or "hot dogs," had formed an important element in the substantial English breakfast. With the war, the frankfurter vanished and the country sausage, for a time, held the field undisputed. Now, it too, is passing, for the chopped pork and the parker's intestines, which served as sheaths, and even its tart condiments are needed elsewhere. Its death knell has been tolled by Lord Woolton, Minister of Food, and The Times of London thus editorially chants its dirge. "The sausage is so much more than a mere food. It is the symbol of old and happy far-off things. For one thing, it has stood from time immemorial for Sunday breakfast and the feeling of innocent satiety that ensues; for leisureliness and another hour in bed; and not merely for those delights, but for the looking forward to them, so that it may be argued that the sausage's supreme hour really comes on Saturday night. To go back a little, it recalls misty afternoons in Winter and slimy turf, a pleasant glow of warmth declining gradually to a clammy coldness in talking too long over the game, and then the restorative virtues of a blazing bath afterwards.

We played together
 In football weather
 And messed together for years.
 "No poet could have written these plangent lines if he had not had sausages for tea in the back of his mind."

NOTES BY THE WAY

A study by a Stanford University professor of more than 1,000 cases of exceptional attainments, carried on into later centuries, leads him to the conclusion that as a rule an intellectually gifted individual can be identified almost as accurately in the third cemetery grade as in the age of 30—New York Post.

There is a British War Relief Society in Chicago, composed of Americans, which seeks to raise \$1,000,000 in the city and in the State of Illinois for aid to Britain. The appeal is chiefly directed to the city as a quid pro quo for the help it has given to Great Britain since Chicago's offering of \$1,000,000 in 1917. From people in Britain at that time Chicago received \$761,000 in cash, and material help which brought the value of the gifts to over \$1,000,000. That time the population of the city was a little over 300,000, so \$1,000,000 was a lot of money to them.—St. Thomas Times-Journal.

This State's role in the United States "Pilots for Britain" program will begin early next month when 300 fledgling British skymen arrive at Dallas for a course of 20 weeks in primary training. The Dallas Aviation School. Materials and planes to be utilized in training the young men will be leased to the British Government by the United States Army, and the facilities at Love Field, which were vacated the past month when the United States Army Air Corps Training Detachment was transferred to the United States Army, will be used to accommodate the young flyers. Trainees will be drawn from all parts of the British Empire: England, Australia, Africa, Canada, and other countries. After receiving their primary training in this country, the young fighter will be transported overseas to continue their training in front line bases of the R.A.F. Transfer of the flying students will enable the English to clear their fields and airports for more intensive warfare and for a stepped-up air offensive against Axis lines. The Texas training center is one of six located in this nation, two having been planned for California and one each for Florida, Oklahoma and Georgia. In the future, it is expected that groups of English youths will be trained in this country at these bases.—Texas Digest.

Few things the President has done will be more popular than the new defence production agreement with Canada. If any fact in all this world welter of uncertainties is clear, it is that the life and destiny of the United States and Canada are bound together for better or for worse. It is decreed by geography. It is sustained by common language and ideals. It is cemented stronger through the years by economic forces.—New York World-Telegram.

In horse-and-buggy days, an old-timer reminds us, if a man wanted to hitch Nellie up to a buggy whose wheels were about to drop off, it was nobody's business but his own. If the wheels did drop off nobody was hurt but the driver, or the persons with him. It is different today when a man sits down at the wheel of a motor car. The automobile and starts rushing through the streets at thirty, forty or fifty miles an hour among hundreds of other automobiles moving at the same rate of speed. Modern conditions impose an obligation upon all car owners to be sure that their cars are safe to drive—for the sake of others as well as for themselves.—Winnipeg Tribune.

Some time early in 1841 and advertisement announced approaching publication of the first number of "A New Work of Wit and Humour, embellished with Caricatures, to be called Punch, or, The London Charivari." It was a long time a-borning. The first number appeared in 1841, but our familiar friend, Punch, a finger on the side of his noble nose, and Tubby, opposite, high-seated on a throne of files, were denied to the world till 1844. This was the sixth year of its existence, ever young and charming with its fantastic and hilarious friezes. Every true believer that looks at it salutes the memory of Richard Doyle. Punch has been fortunate in a succession of great artists: Leech, Keene, Tenniel, Du Maurier, Sambourne, and the roll is far too long to call. Punch has had and still has accomplished artists and contributors. In its bound volumes is the most amusing and not the least veracious history of English politics and manners for a hundred years. Its pluck and its high spirits are unfailing even in the darkest times. The only complaint of old readers is that it is a bit late in coming, owing to causes beyond its control. The war is topical. Humour is unforgotten. Mr. A. P. Herbert's "A Little Talk" rollicks even more gaily than usual. A philosophic poet recounts his blessings: "We still can get milk for the baby and a morsel of fish for the cat." A black-and-white shows a housewife in a kitchen. The unloved householders, bird cage and goldfish bowl in hand, tell the A.F.S. man: "You will find a stirrup-pump, fire-extinguisher and a hose near the bathroom door." England as usual. Punch as usual. May they flourish undimmed and undiminished for many a century yet.—New York Times.

Ralph Bell, Canada's Director of Aircraft Production, returned from a visit to the United Kingdom on Friday of last week. He breakfasted in England on the morning of that day and did not return to Montreal until the evening. In the early days of aircraft travel some people used to predict such experiences as this, but at that time a crossing of the Atlantic between breakfast and dinner time was a dream. It is now a reality. Mr. Bell came to Canada, as he had gone to Britain, in a bombing plane, and when he reached the St.

PUBLIC FORUM

This column is open for the discussion by correspondents of questions of interest. The Charlottetown Guardian does not necessarily endorse the opinions of correspondents.

THE CAR FERRY PROBLEM

Sir:—The loss of the Car Ferry "Charlottetown" came as a severe shock to our people in Town and Country. The seriousness of this loss is perhaps not realized, as yet. And probably not many in the past have stopped to consider how much efficient and adequate transportation between our Island Province and the Mainland means to the economic life of all our people.

Some years ago when the writer and others were advocating a second and more modern Car Ferry, there was a good deal of criticism for putting forward such demands when we already had the powerful ice-breaker "Prince Edward Island," but the developments in the trade, passenger and automobile traffic have more than justified the efforts put forth at that time.

This unfortunate disaster comes at a time when it is most difficult on account of the War to reap the benefits of any description. That is all the more reason why every effort must be put forth to remedy the situation temporarily, with the least possible delay. This is not a political question, but one that should be dealt with as a war measure, in order to insure that this Province will be able to carry on its war contributions. To do this trade, passenger and automobile traffic must be assured of adequate transportation for marketing their products, and for the importation of necessary supplies, and for defence purposes.

As regards the situation now created at Borden and Tormentine, this should be carefully considered by all interests, such as the Provincial Government, our Federal Representatives, the Boards of Trade and the Federal Farm Organizations. A united drive should be put on to see that no time is lost in making satisfactory, temporary provision. Some of the largest and most modern Car Ferries have been operating on the Great Lakes, and one of these ships might be made available and serve satisfactorily during the investigation.

Looking to the future, however, and the development of increased traffic, it is a matter which requires a good deal of study and consideration as to whether one expensive, luxurious Ferry is best suited to fill our requirements, or two modern ice-breakers specially equipped for the handling of Railway Cars, Trucks, Automobiles and Buses. To supply the adequate and efficient service that this Province and the travelling public expect and are entitled to, it would seem that two modern ships are required to operate during the busy seasons—one leaving each side at the same time. We would then always be ready and prepared during an accident, or while one ship is

Hubert airport there was still in the plane's tanks a supply of gas sufficient to take it across the ocean again. Admitting that this was a record flight, the fact that it and similar flights have been made, shows that Canada, particularly this part of Canada, is no longer safe from enemy attack. It is, on the contrary, very exposed and vulnerable.—Montreal Gazette.

Girls who want a husband who will help with the dishes should marry a farm boy. As a rule city boys shy away from helping their wives with housework. That was the conclusion drawn from a survey of the country wives made by the Association of University Women across the line, results of which were announced recently. The same probably applies to the Canadian domestic circle. The survey shows that per cent of rural husbands help their wives with home-work, while but 40 per cent of the city husbands included in the survey were domestic help-mates.—St. Catharines Standard.

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 Kodak Cameras \$1.35, \$6.00 and \$10.75.

We also carry the Selo "British made" films to fit all makes of Cameras.

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Steel Rods, Bamboo Rods, Lines, Reels, Casts, English Files, Mosquito Lotions, etc.

CHOCOLATES
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Moirs XXX Chocolates, bulk 60c per lb.
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We carry everything to make your outing a real success.

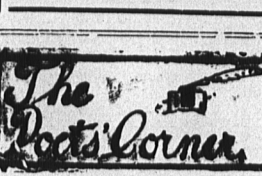
THE TWO MACS

Say to Your Grocer
 I Want
BRAHMIN ORANGE PEKOE TEA
 You will enjoy its superior quality

WORDS OF CHALLENGE

A THOUGHT A DAY FOR A PEOPLE AT WAR

"Canada has every physical resource with which to deal deadly blows to Hitler and Mussolini. The rising, surging tide of emotion and resentment is rapidly creating the most powerful weapons—the weapon of the spirit."—Maj. Gen. L. R. LaFleche, Associate Deputy Minister of National War Services.



DISTANCE

Were you to cross the world, my dear,

To work or love or fight, I could be calm and wistful here, And close my eyes at night.

It were a sweet and gallant pain To be a sea apart; But, oh, to have you down the land,

Is bitter to my heart.

—Dorothy Parker.

of the route for annual overhaul. Then there are some persons in this Province and on the Mainland, who are of the opinion that the building of a Causeway is the most feasible way to solve our transportation permanently, and carry out the intentions of the Fathers of Confederation to make Prince Edward Island an integral part of the Dominion. In these days of extraordinary engineering feats, the further development and success of our Agricultural and Business life will largely depend on the handling of this important question with which we are now faced. While we should see and insist that the best possible "temporary" arrangements are made, we should take every possible precaution to see that no "make-shift" is permitted to retard our future development.

I am, Sir, etc.

J. O. HYNDMAN
 Charlottetown, June 20.

ANGRY BEREAVED FATHER

MANCHESTER — (CP) — Calling a witness "a murderer," a father was ordered out of the courtroom at an inquest on his six-year-old boy drowned in the River Itch. Witness had testified he had seen the boy in the river but "always scared of water himself" did not tell anybody about it. Verdict—accidental death.

WASTEFUL TRUCKMAN

RAYLEIGH, England — (CP) — When sugar ferry from his lorry, a driver kicked it around the road rather than permit a housewife to retrieve it. He was fined \$5 for wasting the sugar.

SPLIT MONTH-END

Primitive calendars were based on the lunar month of 29 1/2 days.

WHY ON EARTH DO THEY DO IT?

... buy and use expensive hobby equipment... and not insure it

People who own a lot of expensive hobby equipment like cameras, fishing tackle, guns and the like, carry a lot of worry unless they have good sound insurance to shoulder the loss if something valuable is broken, stolen or lost.

Motto: Pass this worry on to a good sound insurance policy. We can take care of you to perfection.

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MOTOR VEHICLE ACCIDENTS

During 1940 the results of Motor Vehicle accidents show that 33,638 persons were injured and 1,650 killed in Canada. In Prince Edward Island 61 persons were injured and 6 persons killed.

The Canadian Motorist's Handbook for 1941-42 just issued says that every year the Canadian public wastes seventy million dollars in Automobile accidents, and that this sum would be sufficient to provide 3,500 Spitfires.

Motto—"Drive Safely", and also see that you are protected by adequate Automobile Insurance.

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Offices: Charlottetown Summerside Montague
 Allison P. McLean—District Manager at Summerside
 Earl S. Jelley—Representative at O'Leary
 J. Martin Currie—Representative at Montague.

YOU CAN EXPECT A GOOD REPORT

When you ask any Islander about our tobacco he makes quite a noise about its high quality. The report is loud enough also to make us feel satisfied that our product is keeping its flavor and freshness. Hickey's Twist sells for 10c per fig everywhere

Hickey's Black Twist Chewing

MANUFACTURED BY

HICKEY & NICHOLSON Tobacco Co. Ltd. Charlottetown

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 AGAINST STORM, COLD & FIRE... WITH
GENUINE B.P. INSULATED SIDING (5/8)

Your neighbors have profited for ten years in dollars saved and comfort secured by re-siding their homes with Genuine B.P. Insul-Ated Sidings.

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Cut the fuel bill! Insulate now.

SUMMERSIDE P. E. I.

SEASIDE TRIPS COSTLY.
 BRIGHTON — (CP) — South Coast seaside towns are barred to visitors and two women who "without valid reasons" accompanied their husbands into the town on business were fined £1 (\$4.45) a piece.

WATER WASTE WARNING
 LONDON — (CP) — Good water is precious in London these days and citizens have been warned against waste with garden hose, car cleaning and other "non-refreshment" operations.

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